



## FIRE EQUIPMENT WORKING TEAM

**To:** Kirk Rowdabaugh, NWCG Chair

**Date:** April 4, 2005

**From:** Tory Henderson, Chair

**Subject:** NWCG Training Materials

The National Fire Equipment System (NFES) provides direction to the field relative to refurbishment of equipment that is provided through the NFES caches. In a recent meeting discussions occurred concerning the current direction relative to the purging of flammable fuel tanks.

In researching the direction that currently exists, it appears there are at least two different methods described in various publications. After reviewing the materials and discussing the issue with maintenance specialists that deal with small engines, we would like to change the direction that is in conflict and follow the Interagency Aviation Transport of Hazardous Materials Guide (NFES 1068).

The NFES Caches have been stocking purge fluid and it is available from GSA. What is proposed is to remove the purge from the kits and no longer stock the fluid, and provide the following direction to the field:

**Purging of Flammable Fuel Tanks.** Liquid fuel-powered equipment may also be transported on aircraft when the fuel tanks are purged of fuel. The following is an example of mechanical purging of an engine fuel tank:

1. Drain fuel tank.
2. Run engine until it stops.
3. Attempt restarting with choke on until engine fails to fire.
4. Remove fuel tank cap and invert engine for 5 minutes, when possible.
5. Replace cap.

As the the wildland firefighting training materials are reviewed, we request that the review include the removal of any reference to the use of purging fluid and replace with the above language.

If you have any questions or would like additional information, please contact Kim Christensen, NFES Chair at (208) 387-5662 or myself at (208) 387-5348.

Sincerely,

/s/ Tory Henderson

CC: Bob Leaverton, IOSWT  
Logan Lee, TWT